

SECRETOXC 2950
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1 FEB 1962

MEMORANDUM FOR: Acting Chief, DPD

SUBJECT: OXCART Aircraft Delivery Slippages

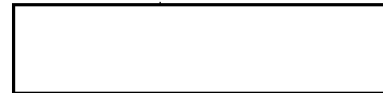
1. Following is the most recent estimate of OXCART aircraft deliveries [] which has been received from Development Branch:

| <u>Aircraft Nbr.</u> | <u>Purpose</u> | <u>Delivery Date</u> | <u>First Flt.</u> |
|----------------------|----------------|----------------------|-------------------|
| #1 | Test | 21 Feb 62 | 21 Mar 62 |
| #2 | [] | 15 Jun 62 | -- Aug 62 |
| #4 | Camera Test | 15 Sep 62 | 15 Oct 62 |
| #3 | Dual Trainer | 1 Dec 62 | 1 Jan 63 |
| #5 | AF-12 | Unknown | ---- |
| #6 to #11 | Operational | Unknown | ---- |

2. #3 aircraft, the dual trainer, will require at least one additional month of shakedown flying before it can be released for training purposes on or about 1 February 1963. Subsequent to this date, not even a gross estimate is available for deliveries of the operational aircraft. With the assignment of #4 aircraft to camera test and #5 aircraft to AF-12 test, the distressing result is that a training capability is not programmed beyond dual seater checkout. If the Air Force receives #5 for AF-12 test, it would seem logical that Air Force pilots would utilize our dual seater for initial checkout, which would further degrade our training capability.

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3. In summary, the aircraft delivery schedule noted in paragraph 1. above does not support an acceptable flying training program and as such will seriously effect the attainment of an operational capability.




25X1A

Chief, Special Projects Branch, DPD

cc: DPD/DB

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DPD/SPB, :ph (1 Feb 62)

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